

# The Hongkong Telegraph.

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號五十月五年四十三緒光

SATURDAY, JUNE 13, 1908.

大拜禮

號三十月六年英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,120,000

Head Office:—YOKOHAMA.

#### Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit:—  
For 12 months ..... 2 1/2 per cent.  
" 6 " ..... 2 " "  
" 3 " ..... 1 1/2 " "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2 1/2 per cent. on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " "  
" 3 " 3 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,175,000).  
RESERVE FUND FL. 5,375,375  
(about L448,000).

Head Office:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cherbon,  
Tegal, Padang, Tasarong, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermaasin.  
Correspondents at Macassar, Bombay, Colom-  
bo, Madras, Pondicherry, Calcutta, Bang-  
kok, Saigon, Haiphong, Hankow, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and cor-  
respondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

#### INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily  
balances.  
Fixed Deposits 12 months 4 1/2 per annum.  
Do. 6 do. 4 do.  
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$13,500,000  
Sterling £7,500,000 at 2/11= \$15,000,000  
Silver ..... \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

#### COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.  
E. Goetz, Esq., Deputy Chairman.  
E. G. Barrett, Esq. E. Shellim, Esq.  
O. G. R. Brodersen, Esq. R. Shawan, Esq.  
G. Friesland, Esq. Hon. Mr. H. A. W.  
O. S. Gubbay, Esq. Slade.  
G. R. Lenzmann, Esq. H. E. Tomkins, Esq.

#### CHIEF MANAGER:

Hongkong:—J. R. M. SMITH

#### MANAGER:

Shanghai:—W. ADAMS ORAM.

LONDON BANKERS:—LONDON AND COUNTRY  
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 21st May, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,525,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " 3 1/2 " "  
" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP:—Sh. Taels 7,500,000

HEAD OFFICE:—SHANGHAI.  
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Sesshandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg  
Sal. Oppenheim Jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank,  
Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROSSCHILD & SONS,  
THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA ..... Capt. O. Jones, R.M.R.	On 16th June.	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Socotra ..... Capt. W. R. Hickey	18th June. Noon.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Palermo ..... Capt. J. B. Ferguson	About 2nd June.	Freight only.
SHANGHAI	Devinda ..... Capt. H. Hide, R.M.R.	About 25th June.	Freight and Passage.
LONDON, &c., via usual Ports	Arcadia ..... Capt. A. L. Valentini	27th June. Noon.	See Special Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 13th June, 1908.

## Intimations.

### LANE, CRAWFORD & CO.

#### FOLDING CANVAS BEDS.

OPEN



\$8.00  
each

Closed.



With  
—MOSQUITO FRAME  
and CURTAIN  
\$15.00  
complete.

#### THIN TROPICAL BLANKETS.

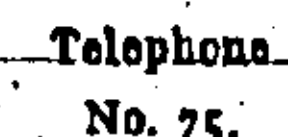
A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [28]

Ask for

### KUPPER'S PILSENER BEER.

And see that you get it.



Telephone  
No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 27th May, 1908. [40]

Don't Worry.

Don't Worry.

### WHY WORRY?

CONSULT

### PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances  
in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you.  
His ambition in this life is to help those in trouble, and must not be classed with the run of  
Falmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Will-  
ing and able to help all in trouble and relieve their anxiety to the best of his ability and  
experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be  
happy in her married life? You are in love. Have I made a wise choice in male? Shall I  
take a partner into my business? Should I be wise in going abroad? All these questions Pharos  
can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value  
1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon  
receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

#### PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.  
1,000  
and Comic Cards for 15/-  
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.  
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.  
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.  
500 ASSORTED Cards for 25/-  
1 gross Jewelled Cards for 9/-  
Foreign or Colonial Stamps not accepted. Kindly send Money Order.  
BRITANIA POSTCARD CO. 45 Union Street, Glasgow.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE OHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,  
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.  
(Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf  
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

#### REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$5.00  
Do. do. do. do. Monday do. .... \$6.00

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.  
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are  
lighted throughout by electricity.

#### EXCURSION TO MACAO.

SUNDAY, 14th June.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF at 8 A.M. Departure from Macao at 8 P.M.  
may be selected 6th June.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the  
returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL.

#### SPECIAL REDUCED SUMMER RATES.

PER DAY ..... \$ 4.00 to \$ 7.00 according to room selected.  
WEEK ..... 25.00 " 40.00 " "  
MONTH ..... 90.00 " 140.00 " "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

#### SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late  
Mr. J. W. OSBORNE. [1]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900. [5]

### KAMAKURA KATHIN IN

### HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy  
distance of Yokohama and Tokyo, will be opened during April, under European  
management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April. [40]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [1]

### CONNAUGHT HOTEL,

HONGKONG.

#### A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT



## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ HEINRICH" Capt. P. Grosch	WEDNESDAY, Noon, 17th June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GORDEN" Capt. B. Wehmel	About WEDNESDAY, 17th June.
MANILA, NEWGUINEA, SAMA- RAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	THURSDAY, 5 P.M., 18th June.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	About the end of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 4th June, 1908.

[8]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, CANTON, NINGPO, SWATOW, SHANGHAI, KOBE, YOKOHAMA, CANTON, NINGPO, SWATOW, SHANGHAI, KOBE, YOKOHAMA, CANTON, NINGPO, SWATOW	"TONKI" Charbonnel	Marin	22nd June, P.M.
SHANGHAI, KOBE, YOKOHAMA, CANTON, NINGPO, SWATOW, SHANGHAI, KOBE, YOKOHAMA, CANTON, NINGPO, SWATOW	"TOURNAI" Lancelin	6th July, P.M.	

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,  
ACTING AGENT.

Hongkong, 9th June, 1908.

QUEEN'S BUILDINGS.

[14]

## CHARGEURS REUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.

LONDON AND PARIS.....26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS. 25th July.	† CEVLAN .....26th Nov.
† OUESANT .....27th Aug.	† CORSE .....11th Jan.
† MALTE .....12th Oct.	

No passengers. \* Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAS" and "SAN-UI"  
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE

AGENTS.

WEST RIVER BRITISH STEAMSHIP COMPANIES

Hongkong, 24th March, 1908.

[17]

## Entertainment.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating dock is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[59]

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half June	JAPAN	Second half June
TJIKINI	JAPAN	Second half June	JAVA	Second half June
TJILAH	JAPAN	Second half June	JAVA	Second half June
TJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG	JAVA	Second half June	JAPAN	Second half June
TJIPANAS	JAVA	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th June, 1908.

[16]

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,000 tons, 14 knots.

R.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 28th March, 1908.

[1]

## Notice of Firm

## INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &amp;c., in connection with above.

SHEWAN, TOMES &amp; CO.

Agents.

Hongkong, 21st July, 1907.

[4]

## Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLER STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

[60]

Dr. M. H. HAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

15, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Honolulu, 18th April, 1908.

[19]

## LOWEST BIRTH-RATE ON RECORD.

THE REGISTRAR-GENERAL'S STARTLING FIGURES.

Once again the declining birth-rate stands out from the Registrar-General's annual return of births, marriages, and deaths in England and Wales, issued last month. The rate last year was the lowest on record. The report also shows an increasing marriage rate, and a substantial decrease in the rate of infant deaths. The Registrar-General summarizes the births for England and Wales as follows:

The births registered in the year 1907 numbered 917,536, and were in the proportion of 26.3 per 1,000 of the population at all ages; this rate was 0.8 per 1,000 below the rate in 1906, and lower than the rate in any other year on record, compared with the average in the ten years 1897-1906 the birth-rate in 1907 showed a decrease of 2.1 per 1,000.

## LONDON'S RECORD.

These are births for England and Wales; for London alone, the tale is worse. Here is the Registrar-General's paragraph concerning the birth statistics in London:

The total births registered in London during the 52 weeks ended 28 Dec., 1907, numbered 122,205, and were in the proportion of 25.3 per 1,000 of the total population of both sexes and all ages; this is the lowest rate recorded in the metropolis since civil registration was established. The rate in England and Wales in 1907 was 26.3 per 1,000 of the estimated population.

Since 1867, when the birth-rate in London attained the highest point on record, viz., 36.5 per 1,000 living, the rate has, with trifling exceptions, steadily fallen until in 1907, it was, as stated, no more than 25.3. This crude birth-rate was 1.0 per 1,000 below that recorded in 1905; and was 2.8 per 1,000 below the average rate in the ten years 1897-1906.

## FALL OF 30 PER CENT.

Calculated on the total population, the fall in the birth-rate in London during the past 37 years amounted to 37 per cent. Based on the proportion of births to the number of possible mothers—that is, the total number of women lying at child-bearing ages—the fall in the birth-rate amounted to 30 per cent. in the same period.

In attempting to find reasons for this decreased birth-rate the Registrar-General says: "There are sufficient grounds for stating that during the past 37 years approximately 19 per cent. of decline in the birth-rate is due to the decrease in the proportion of married women in the female population of reproductive ages, and over 5 per cent. is due to the decrease of illegitimacy."

## DELIBERATE RESTRICTION.

Then there comes this significant sentence: "With regard to the remaining 76 per cent. of the decrease, although some of the reduced fertility may be ascribed to changes in the age constitution of married women, there can be little doubt that much of it is due to deliberate restriction of child-bearing." As regards the districts in London where births are more frequent, they are Stepney, Bethnal-green, Poplar, Shoreditch, Bermondsey, Finsbury, and Southwark. And the report comments: "It is worthy of remark that the populations of all these boroughs are comparatively poor. The births of males numbered 62,304, and the births of females 59,901."

The marriages in London during the year 1907 numbered 40,541, corresponding to a rate of 17.0 per 1,000 of the population at all ages. This rate was 0.1 per 1,000 below the corresponding rate in 1906, and was 0.8 per 1,000 below the average rate in the 10 years 1897-1906. In the year 1894 the marriage rate was 17.0; from that date it gradually rose to 18.8 in the year 1898, since which year it has declined almost continuously to its present level.

## LOWEST DEATH-RATE.

The deaths belonging to the County of London for the year ending 28 Dec., 1907, numbered 69,258, equal to a rate of 1.46 per 1,000 of the estimated population. This rate was 0.5 below that recorded in 1906, and was the lowest death-rate recorded in London since the establishment of civil registration. The rate in 1907 was no less than 1.1 per 1,000 below the corresponding average rate in the five years 1902-1906.

The marriages in England and Wales during 1907 numbered 376,083 corresponding to a rate of 15.8 persons married per 1,000 of the population at all ages. This rate was 0.2 per 1,000 above the corresponding rate in 1906, and was equal to the average rate in the ten years 1897-1906.

The deaths throughout England and Wales registered in 1907 numbered 574,311, and were in the proportion of 1.5 per 1,000 of the population; this rate was 0.4 per 1,000 below the rate in 1906 and lower than the rate in any other year on record; compared with the average in the ten years 1897-1906 the death-rate in 1907 showed a decrease of 1.7 per 1,000.

## COLD SAVED THE CHILDREN.

The rate of infant mortality during the year was 14 per 1,000 below the rate for the previous year, and the lowest rate on record, this fact being mainly attributed to the showery and cool weather experienced during the summer. Compared with the average for the preceding ten years the rate of infant mortality last year shows a decrease of 27 per 1,000.

The Registrar-General estimates that the population of England and Wales in the middle of last year amounted to 34,945,500, of whom 16,879,500 were males and 18,066,000 females. In the 76 large towns the birth-rate ranged from 15.6 in Hastings and 17.0 in Hove to 35.0 in Manchester. The lowest death-rate was at Hove (0.6), and its highest at Middlesbrough (2.6).

## To Let.

## TO LET.

OFFICE and ROOM on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Sheehan, Tomes &amp; Co.)

Apply to—  
THE COMPADRE DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central,  
Hongkong, 9th June, 1908. [188]

## TO LET.

FROM 16TH JUNE.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas Lapraik &amp; Co.'s Office, Four Rooms with Kitchen and Bath Room.

Terms on application to  
DOUGLAS LAPRAIK & CO.,  
No. 1, Douglas Street,  
Hongkong, 2nd June, 1908. [56]

## TO LET.

SHOP and DWELLING HOUSE, No. 7, QUEEN'S ROAD CENTRAL.  
ONE ROOM in PRINCE'S BUILDING, Top Floor.Apply to—  
S. J. DAVID & CO.,  
Prince's Building,  
Hongkong, 1st June, 1908. [559]

## TO LET.

HATHERLEIGH, CONDUIT ROAD.  
A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RIFON TERRACE.OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 2, COMMAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
10, Des Vaux Road, 1908. [66]

## TO LET.

NO. 16, CAINE ROAD, Six-roomed Dwelling House, Furnished. Rent moderate. HOUSES in AUSTIN AVENUE, Kowloon, facing harbour, cheap rental.

Apply to—  
A. RAYMOND,  
C/o S. J. David & Co.,  
Hongkong, 15th May, 1908. [494]

## TO LET.

GODOWN No. 14, DUBBEL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 8th May, 1908. [490]

## TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 8, Queen's Road West,  
Hongkong, 30th March, 1908. [126]

## TO LET.

A HOUSE in KNUXTFORD TERRACE, Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 9th June, 1908. [129]

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—  
DAVID SASSOON & CO., LD.,  
Hongkong, 22nd May, 1908. [557]

## TO LET.

GOOD OFFICES at 2, FEDDER STREET.

Apply to—  
JARDINE, MATHESON & CO., LD.,  
Hongkong, 28th May, 1908. [548]

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER NOW DESPAIR, but by using a doctor's bill or failing to do so, he is in a state of quackery, may safely speedily and surely cure himself without the knowledge of a quack party. By the introduction of NEW FRENCH REMEDY

THERAPION

THERAPION No. 1—A Sovereign Remedy for discharge, suppurating, and all other diseases of the prostate gland, and all those conditions which are the result of the foundation of stricture and other diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary syphilis, all its complications, and all those conditions which are the result of the foundation of stricture and other diseases.

THERAPION No. 3—A Sovereign Remedy for all diseases of the skin, and all those conditions which are the result of the foundation of stricture and other diseases.

THERAPION No. 4—A Sovereign Remedy for all diseases of the eyes, and all those conditions which are the result of the foundation of stricture and other diseases.

THERAPION No. 5—A Sovereign Remedy for all diseases of the ears, and all those conditions which are the result of the foundation of stricture and other diseases.

THERAPION No. 6—A Sovereign Remedy for all diseases of the nose, and all those conditions which are the result of the foundation of stricture and other diseases.



## BURGLARY IN FLOWER HILL.

MESSRS. DISS BROS. ROBBED

The premises of Messrs. Diss Bros., tailors, in Flower Hill, Wyndham Street, were entered into by burglars at an early hour last night, and cloth to the value of \$150 and \$150 in cash were stolen. The *modus operandi* employed by the burglars was the same old favourite one. The faint light over the door was broken. Through the broken pane of glass the thief made his entrance. Once inside the premises the man began to search about for money. He pried open every desk and locked drawer in the office. Fortunately in none was any money found with the exception of the accountant's writing table from which \$4.50 was taken. The thief then directed his attention to the stock of materials on the shelves. That the man was acquainted with the tailors' business is safe to conjecture, as he did not attempt to remove any of the more valuable pieces of cloth the exclusive patterns of which are stocked by Messrs. Diss Bros. would not have enabled their ready disposal without detection. The burglar passed a few pieces of black and white, lining out of a barred window to a confederate in the lane, and so, successfully effected the robbery. On making his exit from the shop through the faint light the thief evidently sustained some injury by contact with the broken glass, for blood stains on the door step furnished ample evidence of the burglar's exploit. It is supposed that the theft was committed between 9 and 10 o'clock last night.

A report has been made to the police, but no capture has yet been effected.

## GERMAN SHIPPING SUBSIDIES.

Messrs. Behn, Meyer and Co., Ltd., contribute the following letter to the *Singapore Free Press* on the 5th inst.:-

With reference to the article "German Shipping Subsidies" in your to-day's issue, we may state that the writer is wrongly informed as to what is termed the policy of the German Government to subsidize private companies, in order to be able to successfully compete with the English lines for a share of the carrying trade in the Eastern seas. It is said in the article, that the N.D.L. is about to start a new service of steamers between German New Guinea, Australia and Japan, for which the German Government is asked to grant a further annual subsidy of some £35,000. Now, the line mentioned is already in existence since years and the amount required as additional subsidy is towards heavy losses sustained in connection with this line and the inter-island service in German New Guinea, which became essential owing to the increased development of the Colony. The amount also includes a certain sum for the establishment of a line between Singapore and German New Guinea, which is urged by the planters in order to come into close contact with the Straits Settlements and Netherlands India.

As a matter of fact, the public here, as well as in Europe, is under a misapprehension with regard to the subsidies granted by the Government. There have been many exaggerations about the subsidies and very often the German press had to contradict foreign statements, which were greatly beyond the truth. Quite recently the *Kölnische Zeitung* published an article on the "Fables about the German Shipping Subsidies," which clearly shows the exact position of the German subsidies, as compared with the subsidies paid by other Governments. The German Government only pays subsidies to two Steamship Companies, i.e., the N. D. L. for its Eastern and Australian Lines, and the German East Africa S. S. Co.

How vastly exaggerated the views about German subsidies are, shows the recent report of a Company in Philadelphia, stating that an infringement of the anti-trust laws of the United States had been committed by the German shipping line, inasmuch as the German Government had closed a contract with the H.A.L. and the N.D.L. for the period of 15 years, paying them not less than 140 millions of Marks, in order to enable them to successfully compete with American trade. It may not be known generally, that the H.A.L. does not get a penny at all from the Government and the N.D.L. only gets subsidy on the Eastern and Australian run, and not a penny subsidy on the North Atlantic.

The *Kölnische Zeitung* gives the following figures as subsidies paid by the different Governments:-

France £1,035,000 subsidies for steamship lines, besides £100,000 construction premiums, further £1,340,000 outfit premiums, in all £2,475,000.

England £1,015,000 postal revenues of the Government, £300,000 from the Colonial Government, £813,000 Admiralty subsidies, in all £2,128,000.

Germany £350,000.

Austria Hungary £650,000.

Italy £880,000.

U. States of North America £1,000,000.

In addition to the figures given under "England," there are certain sums of money for the building of auxiliary cruisers, for which Germany does not pay a penny. Not mentioned yet is the large amount which the English Government holds at the disposal of the Cunard Line for their two new steamers on the turbine system.

The foregoing shows that there is no sound policy on the part of the German Government, which seems to be a general belief in foreign countries, and it cannot very well be said that the German Government has set its heart on wresting from the English if possible the traffic to and in Eastern waters. If the steamer services in question could be maintained without the financial support on the part of the German Government, we think both the Government and the Shipping Companies would only be too glad.

A TELEGRAM from Malacca states that the four Japanese who killed three Frenchmen at Treich during the Russo-Japanese war (it is on the 15th inst. for Treich) were executed.

## THE HISTORY OF OPIUM.

Whether one be a Pro or Anti the historic facts about opium cannot fail to be of interest just now, when the subject is a burning one literally and figuratively. The facts herein set forth are from a historical note of the Poppy in China prepared by Dr. Edkins of the Chinese Customs Service in 1889.

The poppy was well known to the Greeks and Romans and was cultivated in Italy at a very early age. Homer speaks of "just as a poppy in a garden hangs on one side, its head laden with fruit and with the dew of spring" was a son of Priam struck in the chest by an arrow. Hippocrates called the juice opium, from opus, juice, mekon being the Greek name of the poppy. Virgil speaks of the sleep-giving poppy, and in the first Christian century "opium" was already introduced in the Western world and sleepy effects of it everywhere known.

Opium was well-known to the Arabs of the Caliphate, and took the name of *afyun*, through the Semitic habit of changing the p to f. In Persia it was known by the name of *Afyon* also, which became the patent of the Chinese name *ya-pien*. Opium is mentioned in the Jewish Talmud. Previous to the Tang Dynasty the poppy was apparently unknown to the Chinese botanists and physicians, and it was brought to them by the Arab, before the eighth century. The first mention of the cultivation of the poppy in China is in the work of Chen Tsao-chi, in the eighth century. [So that before the English nation was born, China was cultivating the poppy.]

For two centuries very little is said in Chinese books about the Arabs. They did not cease to visit China, but nothing is said about them. In the year 973 the Emperor Sung Tai-su gave an order that Liu Han and Ma Chih should prepare a medical work, and the poppy then entered the Chinese pharmacopoeia. The poppy is called *ying-tzu-u* and it is stated that its seeds have wonderful healing powers. Su Che wrote a poem on the cultivation of the poppy, which, if we quoted the translation, would lead us to be charged, with praising the drug. In the 11th century the medical use of poppy seeds was recommended, and in the twelfth the first use was made of the capsules. Three authors in this period recommended the drug as a cure for dysentery. In the 14th century the use of the drug increased and in this and the following century trade with the islands of the Eastern Archipelago greatly increased. When the Portuguese appeared unexpectedly at Cochin in 1498, they commenced at once a career in conquest and quickly made themselves masters of Aden, Hormuz, Goa, Cochin, Quilon, Calicut, Malacca, and many other cities. At this time, we learn from Barbosa, opium was among the articles brought to Malacca by Arabs and Gent's merchants, to exchange for the cargoes of Chinese Junks. The Arabs had begun to grow opium in India in the 16th century and in addition to this from places on the Coromandel Coast opium was exported to Siam and Peru. Wang Hsi, an author who died in 1688, gives directions for procuring opium from the poppy. This author was in official charge of the Province of Kansuh for more than twenty years and so must have known very well the medicines and habits of the Mohammedans there. From this date onwards we find constant reference in all Chinese medical books on the drug. Says Dr. Edkins:- "It appears plain that from the latter part of the fifteenth century the manufacture of native opium has existed, and it is not only in recent years that there has been both native and foreign opium in this country."

Opium taking was exchanged for opium smoking in the Ming Dynasty, about 1620, when the tobacco plant crossed the Pacific and flourished in the neighbourhood of Manila. It was planted at Amoy by Hokien coolies and had arrived at such general use that in 1644 tobacco smoking was prohibited, but was too largely indulged in to be stopped by law. Various things were mixed with tobacco to try their effect, and among them, opium and arsenic. The origin of opium smoking is thus accounted for. The Manchus also promulgated an edict against tobacco smoking, and later against opium smoking. They were equally ineffectual. The habit of tobacco smoking became national; as that of opium.

The first opium smoking shops recorded are in Kaempfer's voyage to Batavia in 1688, where he speaks of tobacco leaves exarundine, opium diluted with water being smoked with tobacco. This sort of tobacco was exposed to the passers-by to be smoked. The learned German uses the word *haurin*, meaning smoking and not drinking as is plain from another passage, where he says the black inhabitants smoke without a pipe (since instrument *haurin*) by rolling tobacco leaves into a whirl, which they light at the lower end and smoke from at the upper by holding it with their lips and drawing. The early opium smokers in Formosa mixed the opium with their tobacco. Various early narratives describe the method of smoking opium with a bamboo pipe, the habit having travelled from Java to Formosa, which agrees with what Kaempfer wrote. This was about the time the island was named Taiwan, in 1746.

—W. M. in *Singapore Free Press*.

## ACCIDENT ON THE LINE.

FOREMAN COOLIE'S FOOT CRUSHED.

A foreman coolie in the service of the Kowloon-Canton Railway was severely injured at Yau-ma-tei yesterday day, and had to be sent to the Government Civil Hospital for treatment. The foreman—Yue Sing, who is about thirty-six years of age—attempted to board a locomotive which was passing King's Park at a pretty fast pace yesterday afternoon. He missed his grip on the handle, however, and was thrown back, falling on the man's right foot got under the wheels and was crushed up to the ankle. Assistance was soon on the spot, and the unfortunate coolie, who was in great pain, was taken to the Yau-ma-tei Police Station, where he was temporarily treated, preparatory to being sent to hospital.

## CHINA, OPIUM, AND FINANCE.

The Calcutta *Englishman* says:—It is evident to those who have examined the question dispassionately, that the evils of the opium habit have been very greatly exaggerated, and that they are in truth not much more serious than are the evils arising from over-eating, to say nothing of over-drinking. However, the victory is for the moment with those who see in opium nothing but evil, and who would protect all the weaklings of the world against themselves, so preventing the process of natural elimination which secures the survival of those only who are strong enough in mind and body to resist all evil influences. As a result mainly of the constant iteration of worthy humanitarians, who have painted pictures more darkly lurid than the worst in the books of the Buddhist Hell; the Chinese and British Governments have undertaken to abolish the opium trade. The opening of the story is now old. It will be interesting to see how the end will shape itself. It was on the 20th September, 1906, that the Chinese Government issued the first Imperial Decree for the prohibition of the habit and cultivation of the poppy throughout its wide dominions, within ten years from that date. Since then edicts, enlarging, emphasizing, explaining or modifying the original one, have been frequently issued. The latest of these may, in many respects, be regarded as the most important of all. It affords evidence that the Chinese Government is, for the time being at any rate, distinctly in earnest in its projected reform; and is not, as many men, grown suspicious by experience, at first imagined, just playing a game whose object is the killing of the Indian trade for the sake of extending the home industry. For the first time also, a full and commonsense view is taken of the many difficulties attending the anti-opium campaign, and recognition given to the very crucial question of finance.

It is characteristic of the origin of the anti-opium war that no heed whatever was given to the most important part of it till at the eleventh hour, when the details were imposed upon the authorities by level-headed foreigners not interested in the suppression of the opium traffic. The humanitarians and the Central Government took no thought of the fact that the abolition of opium cultivation and consumption would result in a direct loss of revenue in India, duties, and kist of some twelve million taels. It was conveniently slurred over just as the serious loss that would result to India. The reformers refused to take thought for the morrow, and found comfort in the hope that providence would provide. Unfortunately in the present crowded and restless state of the world the fullest recognition must be given to practical politics, and adequate provision made for the securing and disbursement of state funds. India, we know, can ill afford the sacrifice she is making to the reformers in China and the humanitarians at home. The question now is can China afford the tremendous sacrifice of an established revenue, and replace it easily by new taxation? This question time alone can answer, but so far the prospect does not seem over-bright. The latest decree says: "As for the manner of obtaining other revenues to make up for the losses on that opium we hereby command the Ministry of Finance to arrange about this matter." The sentence is short and pregnant. It is to be feared, however, that it is pregnant with trouble. The needs of China, and her expense grow weekly. She will not easily be permitted to increase her tax on foreign trade. The country is restless, the over huge population bitterly poor, and seriously discontented, rebellion is endemic in certain sections, and sporadic in all parts. It is certain the people will resist and oppose the imposition of new and heavy taxation. The extent of the empire, and the primitive state of communications will render the task of abolishing the cultivation and smuggling of opium a task of the utmost difficulty, which will need the exercise of all the authority the Central Government possesses. Lastly, injunction and fulfillment are so wide apart in China, so fixed the habit of taking the word for the deed, and so apt the Government to pause and sleep upon the task scarce begun, that it would not be astonishing if the great reform decree of September, 1906 became a dead letter after the Indian trade had been killed.

## A BUGUS POLICEMAN.

STATION COOLIE FINED FOR MISCONDUCT.

At the Police Court, yesterday, the station coolie of the Kowloon City Police Station, was convicted on the two charges on which he was arraigned—unlawful possession of a police whistle, and assuming the designation of a policeman. It was stated in evidence that accused went to Inspector Munson's room on Thursday last and took his whistle, which was hanging near his dressing table. On the return of the inspector he discovered that his whistle had disappeared, and knowing that accused had entered his room in his absence, sent out two detectives for him. Accused was found "bullying" hawkers, with the intention of getting *cumshu*. All this accused denied, however. He was fined \$15, or six weeks' hard labour.

## HOME FOR THE POOR.

The Rev. Mother Superior of the Italian Convent, Wanchai Branch, St. Francis Street, begs to acknowledge the receipt of the following donations:-  
The Committee in charge of the funeral service of the late King and Prince of Portugal, by the Hon. Treasurer, Mr. A. M. Rosa Pereira, \$35.00  
Collected by Mr. C. F. Ferreira, 35.00  
Collected by Mr. Murphy, 10.00  
"Baby" Alves, 10.00  
Kind Friends, 20.00  
Collected by Mr. Wood, 11.00  
The Co-operative Society, 10.00  
A Kied Friend, 10.00  
A Kied Friend, 10.00  
A Kied Friend, 10.00

## PROPOSED LEPER SETTLEMENT.

FATHER CONRADY'S SCHEME.

[From Our Own Correspondent.]

Canton, 12th June.

Yesterday, two missionaries—one French and the other an American—the latter being the Rev. Fr. Conrady, called on the Viceroy, and informed His Excellency that they propose to establish an asylum for lepers at Lungong, on the eastern outskirts of Canton. They submitted to the Viceroy their scheme for consideration and approval. The Viceroy appeared to be very pleased with the idea of the missionaries in the proposed benevolent act, and stated that he would endeavour to arrange for a site suitable for the settlement, and hoped to be able to see the new project carried to a successful issue. Readers of the *Hongkong Telegraph* might recall the sketch programme given by the Rev. Fr. Conrady to an interviewer not long since.

## COMMERCIAL.

## YARN MARKET.

In their report dated 12th instant, Messrs. Phirozsha P. Petit & Co. write:-  
Our last circular was dated the 29th ult.

The activity in the yarn market recorded in our last report was maintained for the first few days of the fortnight under review, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered Rs. 17 per \$100 from last month's rate for demand bills on India.

Dealers elect to "mark time" meanwhile, but cannot hold aloof for long as stocks are becoming rapidly exhausted.

By comparison quotations show a falling-off of fifty cents to one dollar from the preceding fortnight's advances.

Reports from the interior apprehend a partial famine in certain districts of the Southern Province in consequence of the failure, in part, of the first rice crop. Continued absence of rain accounts for the reduced crop.

No. 205.—A moderate business was done in selected threads at current rates.

No. 161.—Cheap prices induced business in this thread.

No. 122.—Not much in favour; sales of selected threads only reported.

No. 102.—In moderate demand at a decline of \$1 to \$1 per bale.

No. 82 and 52.—No business reported.

The market closes steady.

Sales.—2100 bales of No. 105, 625 bales of No. 122, 1075 bales of No. 161, and 800 bales of No. 205; in all about 4,600 bales.

Arrivals.—Per steamers *Lushan* and *Japan* (from Calcutta), and *Arcadia*, *Takanashi Maru*, *Ischia*, *Tolani Maru* and *Malta* (from Bombay) of about 15,000 bales.

Unsold Stock.—About 27,000 bales.

Uncleared Stock.—About 18,000 bales.

Exchange.—We quote to-day as follows:-

India T. T. at Rs. 136 1/2 per cent.  
Demand " 136 1/2 "  
London T. T. Sh. 1.94d=5  
Demand " 1.9 11/16d=5  
Shanghai, Tis. 74 1/2=\$100.  
Silver " 24 1/2d per oz.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 1/2  
Do. demand 1/9 11/16  
Do. 4 months' sight 1/9 1/2

France—Bank T.T. 2.26 1/2  
America—Bank T.T. 43 1/2  
Germany—Bank T.T. 1.83 1/2  
India T.T. 136 1/2  
Do. demand 136 1/2

Shanghai—Bank T.T. 74 1/2  
Singapore—Bank T.T. per H.K. \$100 77 1/2  
Japan—Bank T.T. 88 1/2  
Java—Bank T.T. 108 1/2

Buying.

1 months' sight L/C 1/10 1/2  
6 months' sight L/C 1/10 1/2  
10 days' sight San Francisco & New York 44 1/2  
1 months' sight do 45 1/2  
10 days' sight Sydney and Melbourne 1.10 1/2  
1 months' sight France 2.31 1/2  
5 months' sight 2.33 1/2  
1 months' sight Germany 1.88 1/2  
8 1/2 Silver 24 1/2  
Bank of England rate 21 1/2  
Sovereign 512.00

## SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catharine Apcar*) 14th inst.  
German (*Prins Heinrich*) 16th inst.  
German (*Goben*) 16th inst., noon.  
Canadian (*Montezuma*) 18th inst.  
Indian (*Namang*) 19th inst.  
Indian (*Kumang*) 23rd inst.  
American (*Siberia*) 23rd inst.  
German (*Prins Waldemar*) 24th inst.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Kobe to-day.

The P. & O. S. N. Co.'s s.s. *Socotra* left Singapore for this port on 12th inst., at 6 a.m.

The H. A. L. s.s. *Itiria* left Singapore on 12th inst., a.m., and may be expected here on 18th inst., a.m.

The Imperial German Mail s.s. *Prins Sigismund*, which left here on 21st ult., arrived at Sydney on 11th inst., at 6 p.m.

The N. Y. K. s.s. *Yetsu Maru*, Bombay Line, left Singapore for this port on 11th inst., and is expected here on 18th inst.

The Imperial German Mail s.s. *Prins Heinrich* left Shanghai via Foochow yesterday at 9 p.m., and may be expected here on 16th inst., at 3 p.m.

The P. M. S. S. Co.'s s.s. *Siberia* left Yokohama on 12th inst., and will be due to arrive at this port, from San Francisco via Honolulu, Japan Ports and Shanghai on 23rd inst.

The Imperial German Mail s.s. *Goben*, carrying the German Mails with dates from Berlin of the 10th ult., left Singapore on 12th inst., at 9 p.m., and may be expected here on 16th inst., at 3 p.m.

The P. M. S. S. Co.'s s.s. *Siberia* left Yokohama on 12th inst., and will be due to arrive at this port, from San Francisco via Honolulu, Japan Ports and Shanghai on 23rd inst.

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## To-day's Advertisements.

## PUBLIC AUCTION.

The Undersigned have received instructions from The Registrar, Supreme Court, to sell by PUBLIC AUCTION,

ON

MONDAY,

the 15th June, 1908, at 11 A.M. at No. 3, Penang Buildings, Kowloon, THE WHOLE OF THE HOUSEHOLD FURNITURE, THEREIN CONTAINED.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th June, 1908. [59]

PUBLIC AUCTION.

The Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY,

the 17th June, 1908, at 11 A.M. at their Sales Rooms, No. 8, Des Voeux Road Central, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS and BEDDING, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS and BUREAUS with BEVELLED GLASS, GLASS, CROCKERY and E. P. WARE;

ALSO

ONE COTTAGE PIANO by The Robinson Piano Co., ONE AMERICAN BILLIARD TABLE with ACCESSORIES COMPLETE, ONE COMBINATION IRON SAFE;

AND

A quantity of YAMATOYA CREPE SHIRTS (in boxes of 4 doz. each, various sizes) and ANTIMONY WARE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th June 1908. [595]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA.

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 27th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moolim*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Peninsular*, due in London on 9th August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 13th June, 1908. [7]

THE CHINESE NAVY.

The Peking correspondent of the *N. C. D. News* writes on 1st inst.:-The reported reorganization of the Imperial Navy of China has caused much interest in Peking recently. Some of the leading foreign firms of Shanghai and Tientsin have sent up representatives here to secure contracts for battleships, cruisers and other war vessels. It must be confessed that the reorganization of the Chinese navy is still in the air chiefly for lack of funds and experts; and also because of the jealousy and disagreement between the Manchus and Chinese, especially in the case of Tieh Liang's conservative party who wish to put the naval department under the Ministry of War of which he is President. H. E. Yuan Shih-kai contends that a separate Ministry of Marine must be established in Peking if China really means to have an efficient navy. Prince Ching, the Comptroller-General of the War Ministry, is well known to be a weak and irresolute man. He has given no definite opinion on the question as yet. The only point yet decided is that Taotai Tan Hsieh-heng, Vice-Chief of the Hailinchu or Department of Naval Affairs (attached to the War Ministry) has been instructed to draw up the necessary regulations and rules about the establishment of a proper Ministry of Marine and the conversion of naval officials as administrative officers with the same rank as the new military officers on the staff in the Lushan force.

Intimations.

THE ROBINSON PIANO CO., LTD.

SPECIALISTS IN High Class Pianos BY THE Leading Makers OF THE WORLD.

STEINWAY, BECHSTEIN, BRINSMEAD, WERNER, and other makes of repute.

ALL PIANOS SPECIALLY CONSTRUCTED FOR TROPICAL CLIMATES AND FULLY GUARANTEED.

Special Prices for Cash OR EASY PAYMENTS.

INSPECTION INVITED. Hongkong, 4th June, 1908. [59]

KOWLOON HOTEL.

TO-NIGHT! WHY?

Because it is the only Hotel where you obtain Fresh Air during the Summer Nights.

That FAMOUS 13TH RAJPUTS BAND

under Conductor T. O. Coke, will perform during and after

Dinner.

COME ONE! COME ALL!

We won't charge you anything extra for giving away

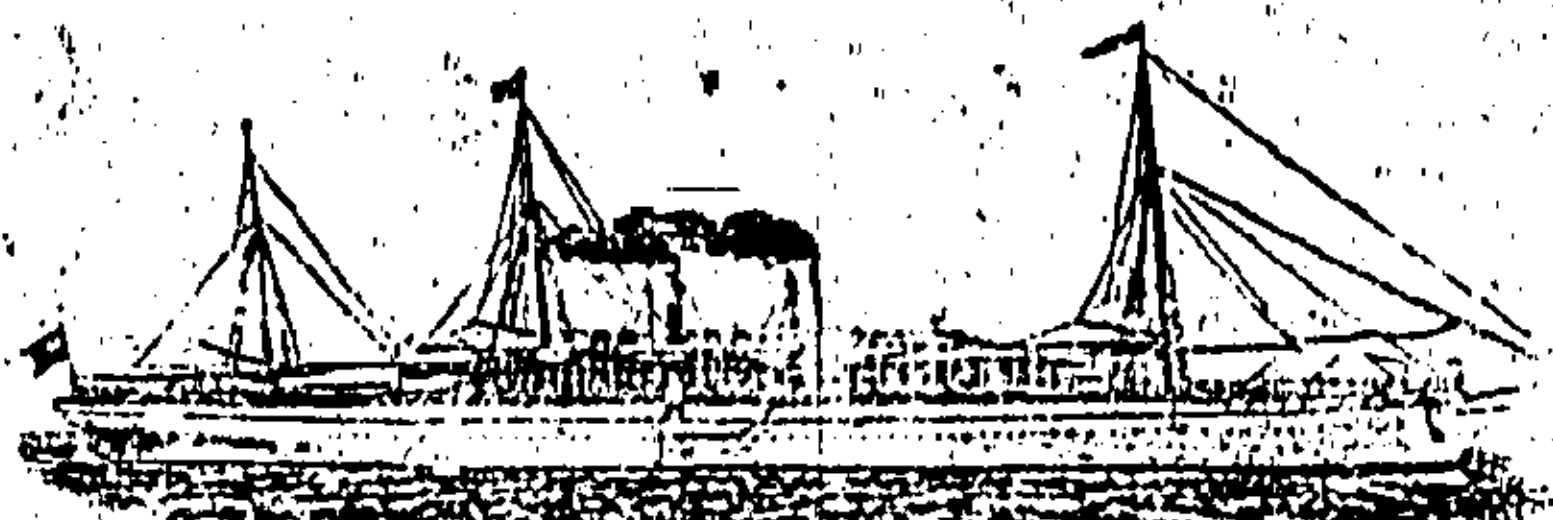
FRESH SEA BREEZE.

Hongkong, 13th June, 1908



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule. Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"LENNOX" 3,700	THURSDAY, June 18th.....July 17th
"EMPRESS OF JAPAN" 6,000	SATURDAY, July 4th.....July 25th
"MONTEAGLE" 6,163	SATURDAY, July 11th.....Aug. 4th
"EMPRESS OF CHINA" 6,000	SATURDAY, July 25th.....Aug. 15th
"GLENFARG" 3,700	SATURDAY, Aug. 8th.....Sept. 6th
"EMPRESS OF INDIA" 6,000	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York £71.10  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points, and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, and Books; Rates of Freight and Passage, apply to: W. CRADDOCK, General Traffic Agent for China, &c., Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	WANGHAI	TUESDAY, 16th June, Noon.
SHANGHAI	LA GONG	WEDNESDAY, 17th June, Noon.
TIENTSIN	CHONGHAI	THURSDAY, 18th June, Noon.
SANDAKAN	MAUSANG	THURSDAY, 18th June, 4 P.M.
MANILA	CHONGHAI	FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KORE	NAM SANG	TUESDAY, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	WEDNESDAY, 24th June, Noon.
MANILA	PUENSANG	FRIDAY, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers Kamsang, Namang and Fooking leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers. [10]  
Telephones No. 61.  
Hongkong, 13th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN and other AUSTRALIAN PORTS	"TSINAN"	15th June, 4 P.M.
MANILA	"TEAN"	16th " "
AMOY & SHANGHAI	"KUIKIANG"	16th " "
CEBU & ILOILO	"KAIFONG"	17th " Noon.
CHIEFOO & TIENTSIN	"HUICHOW"	17th " 4 P.M.
HOIHOW & HAIPHONG	"CHIELI"	18th " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS. [13]  
Hongkong, 13th June, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 20th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers. [14]  
Hongkong, 13th June, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 16th instant, at 2 o'clock P.M.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & CO.,  
General Managers.  
Hongkong, 12th June, 1908. [593]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"  
will be despatched for the above Ports on the 20th June, 1908.

To be followed by  
S.S. "CARNARVONSHIRE"  
sailing on or about 10th July, 1908.  
For Freight and further Particulars, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 11th June, 1908. [557]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"  
Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th June, 1908. [579]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Tramont	9,606	Garlick	1st July.
Summit	6,232	Shotton	23rd July.
Kumari	6,232	Cowley	19th Aug.
Shawmut	9,606	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tramont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

\* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.  
Hongkong, 10th June, 9/8 [19-20]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.  
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.  
Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIP ON S.S. CO., LD.

No. 1, Queen's Road West.  
Hongkong, 10th July, 1908. [11]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO,"  
will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 12th June, 1908. [540]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask or Factory.

In Bags of 250 lbs. net \$8.85 per Bag or Factory.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 28th April, 1908. [51]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days

SATURDAYS  
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, 200 VICTORIA ROAD CENTRAL.

JOHN D. HUMPHREYS & SON,

General Managers.  
Hongkong, 4th June, 1907. [57]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR 800TCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th March, 1908. [6]

A WONDERFUL DISCOVERY.  
This is the great new discovery of the century, and it is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world.

THERAPION.

This preparation is a combination of the most potent and reliable Remedies ever discovered, and it is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world.

THERAPION.

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which so little is known and so much is said. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world.

HONGKONG AVERAGE MARKET PRICES.

Corrected 12th June, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cent.

See (sirloin & prime cut)—Mei Lung Pa B 20

" Corned—Ham Ngau Yuk 19

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 28

" Sausages—Ngau Yuk Chong 26

" Bullock's Brains— " Know 10 per set

" Tongue fresh—Ngau Li 50 each

" " corned—Ham Ngau Li 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 14

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 10 each

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 7

" Calves' Head and Feet—Ngau-chai-tau-kook 1.00

" Mutton Chop—Yeung Pai Kwat 22

" Leg—Yeung Pai 21

" Shoulder—Yeung Shau 20

" Pigs' Chitlings—Chi chong 23

" Brains—Chi Kook 22

" Feet—Chi Kook 12

" Fry—Chi Chak 13

" Head—Chi Tau 15

" Heart—Chi Sum 9

" Kidneys—Chi Yiu 7

" Liver—Chi Koa 24

" Pork Chop—Chi Pai Kwat 18

" Corned—Ham Chai Yuk 1

" Leg—Chu Pei 23

" Fat or Lard—Chu Yau 18

" Sheep's Head and Feet—Yeung Tau 50

" Kook 50

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 12

" Sucking Pigs, To Order—Chu Chai 22

" Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 24

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

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## Intimation.

**Wm. Powell, Ltd.,**  
**ALEXANDRA BUILDINGS.**

## Special Show.

**WHITE COSTUME MUSLINS.**

**MERCERISED LAWNS. LACE STRIPES. TAFFETTAS.**

**WHITE SUMMER MUSLINS.**

**COSTUME MUSLINS. EMBD. NAINSOOKS. SPOT MUSLINS.**

**WHITE EMBROIDERED ROBES.**

**Wm. Powell, Ltd.,**  
*Des Voeux Road,*  
and  
**28, Queen's Road,**  
**HONGKONG.**

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from THE UNDERWRITERS, to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON MONDAY, the 15th June, 1908, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ica House Street, THE WRECK OF THE BRITISH RIVER STEAMER "POWAN," as she now lies submerged near Cap-sui-mun Pass, off Lantau Island, (in One Lot), and afterwards on the Hongkong, Canton and Macao Steamboat Co.'s Wharf at 3 P.M. on the same date a quantity of Ship's Appurtenances salvaged from the Wreck.

Comprising:— COMPASSES, BLOCKS, LIFE BOATS, BRASS, TELEGRAPH CONNECTIONS, DECK AWNINGS, STANCHIONS, SIDE-LIGHTS, HANDPUMP, TABLE WARE, &c., &c.

TERMS:—Cash on date of Sale, the Bill to be at Buyer's Risk on fall of the Hammer, the salvaged Ship's Appurtenances to be cleared the following day.

No Cargo is being included in this Sale. HUGHES & HOUGH, Auctioneers: Hongkong, 11th June 1908. [591]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on TUESDAY and WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising:—

Old and Surplus Naval Stores:—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c.; Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c.

Catalogues will be issued. TERMS OF SALE:—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 5th June, 1908. [573]

## Intimations.

## ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY OF CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPPERS, SHOEMAKERS or LEATHER-WORKERS, for the period of 12 months commencing 1st July next, to H. M. Naval Yard. Forms of Tender can be obtained at the Chief Constructor's Office, H. M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than noon on SATURDAY, 10th June, 1908.

W. T. HACKADAY, Chief Constructor. Hongkong, 11th June, 1908. [588]

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence. Evening engagements for Dances and Concerts.

Apply to— E. J. LOPES, C/o Hongkong Telegraph Office. Hongkong, 9th March 1908. [502]

## A. CHAZALON &amp; CO.,

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE, BREAKFAST BACON, CALF'S HEAD & HAM, PEAS & HAM, PORC, MUTTON & VEAL CUTLETS, CHICKEN & HAM, VEAL & GAME PATES, MUTTON & CHICKEN CURRY, ASSORTED SOUPS, FRENCH JAM & FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908. [53]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHERMAN, TOMES & CO., General Managers. Hongkong, 10th March, 1908. [48]

## THE SHADOW OF THE EAST.

BY G. E. RAINE.

For us, the land of a gentler Sun, the East is a fairy world. The blue of it and the gold of it; the tinkling bells and white towers of it, the trees with their burden of flowers and the hot-scented breath of the earth; the strange wistful shadow-folk with their child voices and their great wide eyes of wonder—all give a pleasant setting to life. Everything is so different from the wont of our sombre days in the old country that actually mis-thrusts. Thus it happens that, with the White Man, month follows month and year sped after year, and life is, with many, little more than a masque played beneath glowing skies to the music of the wind in the trees.

And some, indeed, slip away, weary of the carnival, and 'rest beneath the cyresses and dream of home. And the winds are hushed where they lie, and the leaves most lovingly shelter them from the sun, and at night there is a task in the eye of every true star for the lonely dead.

## WHEN DREAMERS AWAKEN.

The scenery is so brilliant that one misses the play. But who should marvel at such a mischance? One does not think in the East; one only sees. Oh, those thrilling days! The Dawn leaps into the sky like some fleet herald with gorgeous banners, bidding the world awake; and the Day dies in passionate splendour—a stabbed monarch, bleeding on his throne, and the very stars of the heavens are the diamonds which flash from the dead day's pall. What dreamer ponders over the meaning of his visions before he awakes? That is why men pass their lives amongst miracles with laughter on their lips. But at home there is time for thought, and that world of time-shot skies is something more than a legend of delight. One feels that for a space one has lingered in Paradise.

## THE HAND INVISIBLE.

To me, now, there comes a vivid memory of a morning when I rode through the hill-light. On a hill-side, near the great great still water, there stood a young Malay with his finelace to the dawn. There was a wistful homage in his eyes, and I understood it now. The light that filled the sky in a breath or two must come from somewhere near at hand. I know now that this boy felt that, and that he was glancing and glancing—I am sure of it—in the faith that if he could only see just a little further, he would be able to look on the living heart of Nature itself. All that happens comes swiftly and with a strange suddenness—like a chariot through some dark gateway. And there you have the thrilling wonder of the East. The great winds must be leashed near by, for in one moment we are in a breathless world where no leaf rustles, and in the next every giant of the forest is bowing to the storm.

And the Lord of Creation Himself must be moving amongst the trees. Does not the toiler work deftly when the matter is at his side, and where else in the world is Nature so ready a husbandman? The heavens open and the rain covers a parched land, and little plants spring up in a night or so, and just as quickly do the great trees of the mountains burst into bloom. And Life and Death walk hand in hand like brothers, and are ever within call. And we, the sons of men, are but children who linger in the garden round the Home. And those who are called pass quickly, for the Gateway is very near.

Still, the deepest mystery of all is to come. As we stand gazing upwards, the clouds are flung aside and light streams upon the land. But the Hand behind the rent, falling pall of the night that was, is unseen. Every hour has its miracles—wrought almost within touch of us—but the Hand is ever invisible.

## THE SHRINES OF DOUBT.

Strange to say, the spell of this wonder of life in death and the nearness of Powers unseen falls more subtly on the native than on the White Man. It may be so for the reason that Knowledge is a bare temple wrought by living men, while Doubt has its jewelled shrines in forest glades and on mist-clad mountain sides. Comes there a call in the jungle? An echo, perhaps, we should name it. Not so the Malay. In his belief it is one of the invisible Voice Folk, and, fascinated, he listens. The very trees seem to sway while he trembles beneath the first shock of terror, and listens and listens. If he hears it again he must follow, and ever deeper into the heart of the jungle it will call him. As likely as not, in his tortured mind, he imagines the call, and he does follow. It has taken the form of his name. It comes from quite near now: One moment it is a sharp cry of anguish, and, with the next breath, it is the tremulous whisper of love from a near thicket. So he springs forward through the cruel undergrowth—torn, bleeding, a demonic man with blazing eyes. Then the voice is taken up again a little distance away: "Oh, Ahmat, Ahmat!" and he follows because he must. He knows that the last day has dawned for him, and that it is his destiny to die. So at last, beneath heaving skies and reeling trees, Peace comes to him amidst the jungle flowers.

## THE SPIRITS OF WOOD AND STREAM.

And even to us with our philosophy, these forests are awesome and mysterious. Who is there who, at home, while lingering on lonely days, has not imagined that he has heard some friend's voice borne to him on the wind, or while walking through the dark night has not felt that a comrade is near? In the East, solitude takes, in some strange way, a kind of human form; and thrillingly so in the forest. One threads one's way along the narrow winding paths and the very bush has a thrill of wonder. In that expectant silence, it is as if all created things are watching one to judge whether one comes as a friend or a foe. And very soon does the wanderer learn that the forest has eyes. No human being is in sight, but every leaflet tells him that there are watchers on all sides. And the breath of the forest—was there anything more lifelike? Of a sudden there is wafted down the aisles a long drawn sigh. That is peace, and again the sigh. And even wonderment things happen

than even that. One may hear a silken rustle coming towards one through the glade—nearer and nearer it comes, until the very bushes around one are swept by some robe unseen, and so it passes, dying fainter and fainter in the beyond.

Sorely, it is small wonder that the Malays have peopled their woods and streams with spirit-folk! The jungle which haunts in their homes is the zealously-guarded territory of supernatural Powers. Every bird that flies, and the timid deer, and tiger and tapir, the wild goat and sladang—all have their spirit-lord; and no Malay will seek their haunt without due invocation. And so, too, with the streams.

Thus it happens that the sun and the flowers, and love in the eyes of upturned faces, are for this people but a fleeting radiance between the shadows of their life. Shutting them in on every side are the forests and their mystery. Wherever there is a thing of awe there is a spirit-lord. And that is why, I suppose, the voices of the Malay are soft and tremulous, like the voices of those who tend upon altars.

But is it to be ever so? Was that young Malay typical? Often in thought have I seen him again as he was when I passed him in that morning ride—with his wistful face to the Dawn. His fathers had trembled in the shadows, but he sought the greater wonder. The forest was behind him with its petty powers, and he was peering through the mist and furling clouds for the very Hill of Light itself.

## Intimations.

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that CARLOWITZ and COMPANY, carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have, on the 19th day of February, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

The representation of a dais on which is a table on which are placed a Chinese head dress and some Chinese clothes. Seated around the table are five Mandarins. Below the dais is depicted a strong man holding with his right arm above his head a large brass incense burner.

The dais is shown to be approached by a flight of five steps; in the name of CARLOWITZ and COMPANY, who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants since the month of July, 1895, in respect of the following goods:— COTTON PIECE GOODS OF ALL KINDS IN CLASS 24, and CLOTHS AND STUFFS OF WOOL, WORSTED, OR HAIR IN CLASS 34.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated the 13th day of March, 1908.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong. [314]

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that CHEMISCH-FABRIK FLORESHEIM, Dr. H. NOERDLINGER, carrying on business at Florsheim-on-the-Rhein, Germany, Manufacturers, have, on the 18th day of February, 1908, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

## Barol

is the name of CHEMISCH-FABRIK FLORESHEIM, Dr. H. NOERDLINGER, who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants since the month of June, 1902, in respect of the following goods:— Covering or Coating Means, Preservation Means, Rust Preventing Means, Lubricating Means in Class 1.

Dated the 13th day of March, 1908. JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong. [315]

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that K. HATTORI, of Ginza, Schicome, Tokyo, Japan, has on the 2nd day of April, 1908, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

(i) A representation of the letter "S" surrounded by a square enclosed in a circle on a fan.

(ii) A representation of the letter "S" surrounded by a square enclosed in a circle.

in the name of K. HATTORI, who claims to be the sole proprietor thereof.

The Trade Mark have been used by the Applicant in respect of the following goods:— CLOCKS, IN CLASS 10.

A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong. Dated the 13th day of May, 1908.

DENNIS & BOWLEY, Solicitors for the Applicants. [510]

## PABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & CO., Agents for HONGKONG & SOUTH CHINA. Hongkong, 9th July 1907. [11]

## Intimation.

## THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

## WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world. 10

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 11th June, 1908. [17]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SARDINIA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 11th June, 1908. [17]

## "DEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents. Hongkong, 12th June, 1908. [19]

## Consignees.

## S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Douro*, and from Bordeaux ex s.s. *Frederic Morel* and *Verbeckme*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been effected. P. NALIN, Acting Agent. Hongkong, 8th June, 1908. [14]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "MONTROSE," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 9th June, 1908. [58]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *China*. From Calcutta, ex S.S. *Sunda*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 10th June, 1908. [17]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW-YORK VIA SUEZ. THE Steamship "KARONGA," Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents. Hongkong, 9th June, 1908. [52]

## COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have 250,000 Cubic Feet of COLD STORAGE available at EAST POINT. Storerooms will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. W. M. PARKMAN, General Manager. Hongkong, 10th June, 1908. [11]



Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL

BUCH

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT 50 CENTS

GALLON 82.00

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 13, 1908.

THE BRITISH MERCHANT IN JAPAN.

In a recent issue of the Times, an article appeared from the pen of a newspaper's correspondent at Tokyo on the subject of the British trader in Japan. The writer of the article has evidently had some forty years' experience of things Japanese and is inclined to regard with a lenient eye the methods adopted by Japanese merchants in search of business, but outside that debatable question the praise accorded the British trader in Japan will be received with interest. Referring to a previous article on the subject of the foreign merchant in Japan the writer remarks that he arrived "at the conclusion that the foreign trader's some time great share in the country's overseas commerce is in process of gradual diminution, owing to very active intrusion on the part of the Japanese middleman, who, not unreasonably, counts it an implied reproach to his competence that he cannot do his country's business without alien aid. It was pointed out that this desire for independence had been stimulated by certain peculiar commercial methods which, though essential from the foreign merchants' point of view, were irksome to the Japanese—first, as being based on an assumption of native untrustworthiness, and secondly, as affording opportunities occasionally utilized by foreigners more shrewd than scrupulous. Unfortunately this analysis was read as reflecting upon the ability and morality of the British merchant in particular—on his ability because he allowed his matter to slip from his grasp, and on his morality because he abused abnormal circumstances. As a matter of fact,

the British merchant was not even once referred to directly from the beginning to the end of the article, and equally as a matter of fact, the British merchant, throughout the history of Yokohama, has never been connected with the irregularities referred to. It may be said with strict truth that the general average of commercial morality is higher among the foreign residents of Yokohama than among any community elsewhere of similar size not specially selected. But it may also be said—and this is, not merely my own opinion based on over 40 years' experience, it is also a conviction which I know to be prevalent among the Japanese—that, speaking broadly, the British merchant stands in a class by himself, just as the British Judge does. In point of straight fair dealing, other nationals contrast rather than compare with him, presuming, of course, that this applies to the general level, not to the numerous exceptions elevated above it. By the British merchant, too, were laid the foundations of Japan's foreign commerce in the Meiji era, and by him has been built a large part of the fine edifice now standing thereon. It is now clear, according to the writer, that the British and foreign merchants in Japan are losing the paramount position they once occupied in commerce. The question is asked: Can Japan afford to dispense with the resident foreign merchant in his rôle of capitalist? Can she, in the absence of his co-operation, finance her over-sea commerce without detriment to her development in other directions? Capital is her great want. She has not enough, not nearly enough, to go round. In Hokkaido, in Saghalien, in Corea, in Manchuria, and in Formosa, to say nothing of the home island, great opportunities lie fallow for want of funds to cultivate them; and if, in the presence of this urgency, she is relieved from the pressure of having to finance foreign commerce, she ought to welcome and foster the relief instead of obeying a sentimental inclination to become independent of it. This phase of the question was recently represented at the recent meeting of the Yokohama Foreign Board of Trade by the chairman, Mr. What has chiefly given pause to the activity of the Japanese "direct trader"—as he is called when he seeks to dispense with the aid of the resident foreigner—is that last year he had to face constantly falling markets, so that he finds himself now carrying large stocks which cannot be realized without loss. These stocks are not so great as they were in the previous period of depression, seven or eight years ago, but they are quite sufficient to suggest that the co-operation of the foreign merchant and the foreign banker is very desirable and very comforting. On the question as to the morality of the Japanese merchant, readers may not see eye to eye with the writer, however fair and impartial he attempts to be. He admits that Japan, finding herself suddenly launched into a struggle with experienced and fully-equipped competitors, has been occasionally tempted to employ devices which, while of doubtful economic value furnish material to her critics. Tariffs and steamship subsidies, being commonly resorted to, the world over, do not justify condemnation, but certain banks, owing to their connection with the Treasury, have been enabled to finance the exports of Japanese merchants at exceptionally low rates of interest. This practice had its origin in Japan's currency needs. After explaining the reason for these advances he proceeds to say: "But for the rest, there are no solid grounds to bring charges against her, and it is matter for surprise as well as humiliation to read the hysterical outcry raised by some newspaper correspondents and publicists. Nothing could betray more nervous timidity or loss of the justice-loving self-reliant spirit which Englishmen aspire to be guided by. Japan must play her hand for all that it is worth, but she does not use false cards, or ask for anything beyond a fair field, which she is in turn entirely willing to concede to others." It is certainly possible that Japan may have been misjudged, but the author of the Times article leaves out much that might have been said on the subject of trading methods amongst the Japanese. It is satisfactory to learn, however, that there is still hope for the foreign merchant in Japan.

LOCAL AND GENERAL.

As the result of the heavy rain during the last few days there was a landslide in Leighton Hill Road yesterday afternoon. A large quantity of earth came crashing down the hillside, but no damage was done.

A TOKIO despatch of 8th inst. says:—Divers with complete diving apparatus used in the Navy are searching for the body of Colonel H. Martin, who was drowned in the lake at Chusenji yesterday.

A Peking correspondent writes that it is rumored to be the fact that Messrs. Arnold Karberg have secured the contract for the Peking Water Works. The estimated cost of the works is said to be Tk. 1,500,000, which should mean a substantial commission for the local firm. A Belgian company were regarded by many as the most likely to obtain the contract. Only one English firm was believed to have been in the running.

GAP ROCK LIGHTHOUSE.

GUN-METAL SHUTTERS FOR BUILDING.

An interesting excursion was made, to Gap Rock Lighthouse yesterday by a party of Public Works Department officials, and Dock Co's employees. The party consisted of Mr. H. E. Goldsmith, assistant engineer P.W.D., and Mrs. Goldsmith, Mr. J. G. McKewen, overseer, P.W.D., Mr. D. P. Davis, engineer, Hongkong and Whampoa Dock Co., Ltd., and two Chinese fitters from the Dock Co. The object of the visit to the lighthouse was to attend to the fitting up of metal shutters to the windows in the buildings on the Rock.

That our readers may understand the purpose for which the shutters are required it should be explained that, owing to the very exposed position of the Rock, when the weather is bad big waves dash against the Rock which rises perpendicularly above the surface of the sea. To prevent the building being inundated shutters have to be provided for the windows. Hitherto the shutters were made of iron. Owing to the fact that the material was subject to corrosion and hence rapid deterioration, Government decided some fifteen months ago to replace the iron shutters by new ones of gun-metal. The contract was placed with the Hongkong and Whampoa Dock Co., and it is believed that they were to cost some fifteen hundred dollars. One of the essentials of these shutters is that when they close they overlap each other and also the templates after the fashion of a water-tight door on board ship. Through the shutters a hole is drilled to enable a two or three feet long iron bar to reach it from the interior of the building as to securely fasten the shutters by means of screws in poisterous weather.

The construction of the new shutters was completed at the Docks this week and it was arranged that the fitting into position at the Gap Rock be made yesterday. Shortly before two o'clock in the morning the party as above boarded the Government steam tender Stanley (Capt. Willoughby) which maintains the service. At 2 a.m. the Stanley cast off. There was fine moonlight and the weather was fine and clear. With a moderate wind the Stanley covered the thirty-three miles between Hongkong and Gap Rock within four hours. After the vessel was brought to her anchor, the boat was lowered and the party sent ashore, being hoisted to the Rock by the derrick—experience which was novel to most of the party. There was no difficulty in landing; the metal shutters being also safely transported ashore. When the Dock staff proceeded to put them into position it was discovered that there was a slight misfit, being just an inch too short; to permit of the overlapping, at top and bottom. The completion of the job could not, therefore, be effected yesterday. It should be possible to supply a sort of rubber tongue to make good the required length of the shutters, when they should be of immense service in keeping the sea water from getting inside the building in bad weather.

After spending a little over three hours on the Rock the party re-embarked on board the Stanley at 9.45 a.m. when the tender weighed anchor on her homeward journey. There was moderate sea and wind all the way until arrival off Dumb-Bell Island at about half-past twelve when the Stanley was overtaken by a rain and thunder storm. The party disembarked a few minutes past one o'clock.

BILLS OF LADING.

EVASION OF STAMP DUTY.

The following notification appears in the Gazette over the signature of the Collector of Stamp Revenue:—My attention has been drawn to the fact that certain shipping companies or agencies in the Colony habitually evade the law in regard to the stamping of bills of lading and ship's receipts under the provisions of the Stamp Ordinance, 1901, as amended by the Stamp (Amendment) Ordinance, 1902.

A receipt by chop in a chop book is a ship's receipt under the law and should therefore bear a 10 cents stamp when the freight is under \$, and a 20 cents stamp when the freight is over \$5. It is the duty of the owner or agents of the vessel to stamp accordingly and such duty applies in respect of junks as well as other vessels.

All owners, agents, &c., are warned accordingly and they are recommended to keep two sets of receipts in stock properly stamped by the Stamp Office with the amounts of 10 cents and 20 cents respectively.

CORRESPONDENCE.

"An Englishman" must know that it is a rule in all newspaper offices to refuse the publication of anonymous correspondence, unless the author's name and address accompany it as an evidence of good faith. We are therefore obliged to withhold the publication of his letter for the reason suggested.—Ed. H.A.T.]

THE recently issued report of the Imperial Maritime Customs contains the names of the various Customs officials who have recently received decorations. Among them are Messrs de Lucca, Hillier, J. B. Brazier, T. T. Ferguson, L. S. Vatch, H. Dawson-Gibbs, R. H. Wade, C. N. Holwell, A. M. J. Porter, W. C. H. Watson, H. D. Summers, and W. O. Pegge; not a large proportion, out of the hundreds of pretty hard worked men in this excellent and international service.

A RUNOUR has been going the rounds of late in Bangkok that a movement was on foot to stir up the anti-Japanese boycott here, says the Siam Free Press. It was stated that certain Chinese arrived from Canton in connection with the movement. We are told that some secret meetings were held to discuss the matter and to decide on what means to adopt, but by all accounts opinion was very much divided on the subject, and finally, it has been decided not to enforce the boycott as far as Bangkok is concerned. The representatives from Canton have recently left, and it is reported that they will not return.

MACAO'S RIVAL.

PROPOSED TRADE MART TO WANCHAI.

[From Our Own Correspondent.]

Canton, 12th June.

Since the agitation arising out of the boundary line between the Portuguese colony of Macao and Chinese territory in Heungshan, the gentry of the Heungshan district have been agitating to convert Wanchai, on the opposite side of Macao, into a trade mart with the hope that trade and commerce may be promoted and the Portuguese will not venture upon an attempt, as it is alleged, upon further encroachments on Wanchai. With this end in view a company has been started with capital to be raised by subscriptions. The promoter, Mr. Chan Tak Kui, and others have drawn up a set of regulations for the company and they have submitted a draft copy of the regulations together with a prospectus to the Viceroy for his approval. It is now reported that the Viceroy has given his assent to the promoters' scheme and further promised to give them the necessary protection.

THE CANTON-HANKOW RAILWAY.

A correspondent writes to the N. C. D. News from Shichow (Kwangtung) on 25th May:—I am now in a position to add considerably to the news which you received from me in March concerning the work now being carried out on this railway.

The surveying party consists of one American and two Canadians, viz. Messrs. Williams, McDonald and Jordan. Mr. Williams worked on the survey party who measured the country four or five years ago for the old American Company, but he is not blindly following the path of his predecessors. In one part instead of following the old route along the river bank, a saving of eight miles has been effected by striking straight through the interior country.

The completed survey to Yingtak gives a mileage of ninety-three miles. The track, from the ancient temple at Tai Miu, mainly follows the course of the river. When completed it will open the magnificent scenery of the North River to many who have hitherto been deterred from viewing it, because of the unsatisfactory accommodation of the present launches to Yingtak or the provoking slowness of the more commodious house-boats.

The survey gives no less than three tunnels to Yingtak. One, 300 feet long, at Tai Miu, another, of similar length at the Blind Boy's Pass—a few miles above the mouth of the Lienchow river—and a larger one of over 500 feet some five miles below the city of Yingtak. The latter is through a rather soft sandstone, but I am afraid that although some are speaking confidently of a completed railway running to Yingtak by X'mas 1909, the arduous work of cutting these tunnels will mean that another year at least will be required before trains are running.

The road is divided in ten-mile sections, and construction parties are now merely working up to the seventh section from Canton. Wooden Lungalows have been erected at Tai Miu to accommodate the resident engineer, and negotiations are in progress for land for similar buildings in the neighbourhood of Yingtak.

The East River which enters the North River at Yingtak will require to be bridged. It is a waterway of considerable size, and, where the railway crosses it half-a-mile above the North River, it is some 800 feet wide. On the present plan this will involve the station being placed at least a mile from Yingtak city, half of which distance will be covered by ferry.

Whether the Company will go to the expense of a spur-line to the river and thus bring the station to the river bank is an unsettled question, but just now it looks as if this will be left to the discretion of the directors after the line is in working order.

I wrote this from Moonglukong, ten miles above Yingtak, but the surveying party have already left the place and are going forward at a good pace. No difficulties are anticipated for twenty-five miles, when Shihow will be reached, but not being a prophet or the son of a prophet, I will not try to forecast the time when the surveyors will reach Shichow. One bridge at least will be required to carry the line into the prefectural city, but as the Chinese officials are now being approached in order to allow a branch-line to be constructed to Nam-hung, it is impossible to say where the bridge will be placed.

THE RICE MARKET.

HONGKONG-BANGKOK TRADE.

For some months past the rice trade between Bangkok and Hongkong has been very dull owing to the unfavourable rate of exchange and other causes, but things are looking brighter at present. According to exchanges to hand the rice market which has been stagnant at Manila and Hongkong for some months, during which considerable losses have been suffered, in some quarters, has become lively again. Quotations generally are on the upward tendency. The prices between a fortnight ago and now have advanced to something like twenty cents. The sale of cheap rice does not, it seems, disturb the present forward movement in rates. Owing to previous heavy firms' hesitancy to hold large stock. We learn that there are still large stores of rice in Siam which are being held in opportunities, and those who have been holding up until now are likely to do good business and make up for the past slack season.—Siam Free Press.

THREE sailors—Albert Eugene Nielsen, K. A. Evensen and Johann Høyen—belonging to the steamer Orkla, were charged on remand before the Harbour-master in the Marine Court, yesterday, with deserting ship on the 8th inst. Defendants were ordered to forfeit all wages and were also sentenced to six weeks' imprisonment with hard labour.

CANTON DAY BY DAY.

YUNCHOW RIOTERS.

[From Our Own Correspondent.]

Canton, 12th June.

The other day the Viceroy received from the officials at Yunchow a telegram in which His Excellency was informed that, at present, some rebel chiefs and raiders have asked to be permitted to surrender to the officials, and the Viceroy was asked to give his decision as to the advisability of acceding to their request. The Viceroy has sent a telegraphic reply authorising the officials there to accept the surrender, but first of all the rioters must lay down their arms within ten days' time.

THE WEST RIVER S.S. CO.

The collections of subscriptions at \$5 a share by the newly-formed shipping company is reported as proceeding very promisingly. The Viceroy, who is very anxious to ensure the success of the enterprise, has now issued a proclamation in which he laid stress upon the importance of the new concern in the development of Chinese commerce and the expectation of profit to the shareholders.

POOR AND FRIENDLESS.

REASON FOR COOLIE ATTEMPTING SUICIDE.

In the Police Court this morning, before Mr. J. R. Wood, a coolie named Wong Cheung, twenty-two years of age, was charged with attempting to commit suicide at Yau-mai yesterday. Accused pleaded guilty to the charge, and gave as a reason that he was "poor and friendless" and could not get employment. At about noon yesterday, Inspector McHardy while patrolling the road leading to Shatin saw a man hanging from a tree on the hillside. Rushing up to the spot the Inspector cut the body down. A hurried examination proved that the man was still alive. An ambulance was summoned and the coolie removed to the Yau-mai Police Station, and brought round.

As we stop adjourned the case in order to allow the police to institute further inquiries into the matter. It is also believed that the man's reason is unseated.

CHINESE INVASION.

HOW THE INTENTIONS OF THE LAW ARE DEFEATED.

The declaration of the new President of the Board of Trade that he regarded the increase of Chinese labour on British ships with grave concern has given much satisfaction in Dock land.

In the meantime, there are thousands of Chinese sailors waiting for ships in the ports of the United Kingdom, and seeing that what sailors are watching all the exits, determining that the Chinese shall not get out, it has become a serious problem with the Chinese boarding-house keepers what to do with them. The fact is, the shipowners had schemed away through the "language test" so easily for Chinamen that Chinese boarding masters have been encouraged to keep full houses of their countrymen on hand.

CHEAPER CHINESE.

Indeed, since January this year the Chinaman has become very popular as a sailor. Finding that the permanent officials of the Board of Trade at Whitehall allowed a very wide interpretation of the restriction imposed by the language test, some shipowners saw they could avoid the expense of the Compensation Act and the legal fog scale, besides saving on the wages bill, by dispensing with the British crews they had hitherto shipped and substituting Chinese.

Long letters began to appear in the shipping Press over the signatures of well-known British shipowners pointing out that the British sailor "was passing away on a flood of beer" and so on, and that the Chinaman was the very thing wanted.

NEARLY SUCCEEDED.

He wasn't any cheaper—so they said—but compared with the white sailor he was better all round. In fact, a little campaign in favour of Chinese labour was engineered, and until the demonstrations occurred this week it really looked as though shipowners were going to have their own way in the matter.

Had the interpretation of the language test been left with the superintendents of the Mercantile Marine. Offices of the Board of Trade most of this trouble would (says the Morning Leader representative) have been avoided. It would have been quite simple to find whether a man understood English. But the superior authorities decided that all the Chinese came from "Hongkong side," and that the language test, therefore, did not apply. As to that, the Leader representative, after making inquiries yesterday found that certainly not more than 10 per cent. of Chinamen shipped in British vessels, since the language test came into force came from Hongkong or Singapore.

Most of the Chinamen at the ports here are simple Chinese villagers, usually unable to read their own language. They ship at Chinese ports at about 16dols. per month on vessels of various nationalities, and are easily induced to desert here or at continental ports by the "crimps" when told they can get more money. Once ashore, the boarding masters have them entirely in their power, and there is little doubt the poor fellows are fleeced cruelly, being no more than serfs.

INTERPRETERS NEEDED.

It is being suggested that an interpreter for them be made compulsory when signing on. They do not know now, for instance, that they are entitled by law to a liberal dietary scale as whites, and that they are entitled to compensation if injured. Boarding masters are too cunning to allow any evidence to leak out; but there is hardly any doubt as to their business, and none whatever that they constantly attend the shipping offices.

A KATHER novel import in the shape of about 1,000 bags of native flour arrived here last month from Hankow. Another lot of old flour, about 500 bags, arrived from America—Tientsin flour.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE YUNNAN REBELLION.

WITHDRAWAL OF TROOPS.

[By courtesy of the "Sheung Po."]

Yunnanfu, 12th June.

H.E. Sik Liang, Viceroy of Yunnan, is in receipt of a telegram from the Imperial Government instructing His Excellency that, although the rebellion is now over, the troops at all the important posts should not be withdrawn all at once, but gradually.

A MANCHURIAN LOAN.

\$20,000,000 TO BE RAISED IN ENGLAND.

[By courtesy of the "Sheung Po."]

Peking, 12th June.

H.E. Hsu Shi Chang is negotiating for a loan of twenty million dollars in England.

The money is required for the improvement and development of the Three Eastern Provinces.

Certain other Powers wish to participate in the loan also, and have made representations to the Waiwupu accordingly.

The Chinese authorities are in a quandary and do not know how to act in the circumstance.

COASTAL DEFENCE.

MINISTRY OF WAR'S PROPOSAL.

[By courtesy of the "Sheung Po."]

Peking, 12th June.

It is proposed by the Ministry of War to build additional fortifications along the coast for defensive purposes.

THE TSINGTAU COLLEGE.

REGISTRATION REFUSED.

[By courtesy of the "Sheung Po."]

Peking, 12th June.

The application to the Board of Education at Peking, by the Germans, to register the college at Tsingtau has been strenuously opposed by H.E. Chang Chih-tung.

His Excellency's ground of objection is that the college has not been established in conformity with the rules laid down by the Board of Education.

[Reuter's.]

The King in Russia.

LONDON, 11th June.

Their Majesties the Tsar and King have been appointed British and Russian Admirals respectively.

The King left Reval at three o'clock this morning.

The Tsar yesterday inspected the British cruiser Minotaur, and received the honour due to his new rank.

The King conferred numerous honours, including M. Stolypin, who received the Cross of the Victorian Order.

The King had a long conversation with M. Jorolsky, Minister for Foreign Affairs, presenting him with his portrait.

His Majesty had also two private interviews with Sir A. H. Hardinge, British Ambassador to Russia.

It is understood that the exchange of views bearing upon Macedonian negotiations are of the most favourable nature.

Later.

Reuter's Reval correspondent is informed authoritatively from a Russian quarter, that the interviews of His Majesty the King with M. Jorolsky and Sir A. H. Hardinge, have shown that the agreements of 1907 have had the happiest influence on the development of the different questions, and that complete identity of views continues to reign more particularly in regard to Persian and Afghan affairs.

Great Britain and Russia are equally desirous of the best relations with all Powers.

Two other candidates for the Presidency refused to agree to a treaty with Mr. W. H. Taft over the contested Hawaiian Islands and will appear in the Convention. Roosevelt policies south of the equator.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,000,387	{ Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 %	{ \$755 London £78.10/- }
Nations Bank of China, Limited	4,025	£7	£6	{ £12,735 £300,000 }	\$71,293	\$2 (London 3/6) for 1907	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	1,000	£250	\$50	{ \$1,600,000 \$210,058 \$401,950 }	none	\$20 for 1906	8 1/2 %	\$235 sellers
North China Insurance Company, Limited	1,000	£15	£5	{ Tls. 100,000 Tls. 48,942 }	Tls. 204,424	Interim of 7/6 ex 2/12 for 1907	6 %	Tls. 77 1/2
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$1,000,000 \$450,407 £125,137.15/- \$434,434 \$1,000,000 \$109,012 \$185,157 \$1,000,000 \$146,007 \$13,300 \$1,313,941 }	2,506,011	{ Final of \$15 making \$5 for 1906 and Interim of \$30 on 1907	5 1/2 %	\$795
Yangtze Insurance Association, Limited	12,000	£100	\$60	{ \$7,000,000 \$264,638 \$56,988 }	\$591,763	\$1 and bonus \$3 for 1906	10 %	\$150 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$146,007 \$13,300 }	\$374,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$146,007 \$13,300 }	\$428,027	\$27 for 1906	8 1/2 %	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000,000 \$264,638 \$56,988 }	\$1,053	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$250,000 \$575,000 \$75,379 \$20,000 \$60,000 \$170,000 }	Nil.	\$4 for year ending 30. 1907	10 1/2 %	\$37 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$7,000,000 \$264,638 \$56,988 }	116,437	{ \$12 for 2nd half-year making in all \$24 for year ending 31.12.07	7 1/2 %	\$29 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	40,000	£5	£5	{ \$7,000,000 \$264,638 \$56,988 }	£3,694	5/- for 1906 @ ex 2/12 = \$2.14 per share	3 1/2 %	{ \$38 \$24 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 £400,000 £1,875 }	Tls. 14,510	Final of Tls. 12 making Tls. 3 for 1907	7 1/2 %	{ Tls. 43 sellers Tls. 51 1/2 }
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$7,000,000 \$264,638 \$56,988 }	172,370	{ Second interim of 1/- (Coupon No. 9 for a/c 1907	4 1/2 %	45/-
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$7,000,000 \$264,638 \$56,988 }	\$98	{ \$1.00 for year ending 31.12.07	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 75,000 £400,000 £1,875 }	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	£100	£100	{ \$7,000,000 \$264,638 \$56,988 }	\$9,218	\$8 for year ending 31.12.07	...	\$128
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$7,000,000 \$264,638 \$56,988 }	none	1/- for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$7,000,000 \$264,638 \$56,988 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 77 1/2 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ \$7,000,000 \$264,638 \$56,988 }	£11,550	Interim of 1/6 (No. 10 for account 1908	7 1/2 %	Tls. 15 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$7,000,000 \$264,638 \$56,988 }	£11,358	No. 12 of 1/- = 48 cents	...	\$8
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$7,000,000 \$264,638 \$56,988 }	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	63,000	\$50	\$50	{ \$7,000,000 \$264,638 \$56,988 }	\$3,556	Final of \$12 making \$31 for 1907	6 1/2 %	\$51 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$7,000,000 \$264,638 \$56,988 }	\$441,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$107
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 75,000 £400,000 £1,875 }	16,10,459	Interim of Tls. 24 for six months ending 31st October, 1907	7 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 75,000 £400,000 £1,875 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 234 1/2 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$1,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$7,000,000 \$264,638 \$56,988 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$22 sellers
Central Stores, Limited	50,723	\$15	\$15	{ \$7,000,000 \$264,638 \$56,988 }	\$9,178	\$1.80 for 1906	...	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$7,000,000 \$264,638 \$56,988 }	\$252	Final of \$34 making \$74 for 1907	7 1/2 %	195
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$7,000,000 \$264,638 \$56,988 }	\$36,915	Final of \$34 making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$7,000,000 \$264,638 \$56,988 }	\$4,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$7,000,000 \$264,638 \$56,988 }	1653	\$12 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 }	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 8 for 1907	6 1/2 %	Tls. 121 buyers
West Point Building Company, Limited	2,500	\$50	\$50	{ \$7,000,000 \$264,638 \$56,988 }	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276 \$60,000 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ Tls. 150,000 Tls. 23,276 \$60,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 23,276 \$60,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 buyers
Lau-kuang-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 23,276 \$60,000 }	none	Tls. 8 for 1906	...	Tls. 77 1/2
Boy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ Tls. 150,000 Tls. 23,276 \$60,000 }	Tls. 50,663	Tls. 50 for 1906	...	Tls. 260
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/6	£12 1/6	{ £1,199 \$25,000 }	£638	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,199 \$25,000 }	Nil.	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,199 \$25,000 }	£25,000	60 cents for year ended 28.2.06	...	16 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ £1,199 \$25,000 }	\$3,593	80 cents for 1907	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £1,199 \$25,000 }	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £1,199 \$25,000 }	\$1,078	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ £1,199 \$25,000 }	\$251	75 cents for 31.12.07	6 1/2 %	\$12 buyers
Hall & Halls, Limited	21,000	\$20	\$20	{ £1,199 \$25,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,199 \$25,000 }	\$9,321	11 and bonus 20 cts. for year ending 29.2.06	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,199 \$25,000 }	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$225 sales
Hongkong Rope Manufacturing Company, Ltd.	62,000	\$10	\$10	{ £1,199 \$25,000 }	18,191	Final of \$1.20 making in all \$2 for 1907	8 %	\$25 buyers
Maatschappij tot Mijl-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 1/2 %	Tls. 520 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603 }	\$7,314	80 cents on fully paid shares and 6 cents on 1st Tls. 8 for 1907	4 1/2 %	\$14
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603 }	Nil.	\$1 paid shares for year ending 30.4.08	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	15 %	Tls. 109 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	...	Tls. 90 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	Tls. 58,331	Final of 37/6 making 52/6 for 1907	...	Tls. 380 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	\$41,934	None	6 1/2 %	\$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	478	40 cents for year ending 31.5.07	...	Tls. 77 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	\$1,350	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for 1907	6 1/2 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	16,438	Final of 30 cts making 3 1/2 = making 60 cents for year ending 31.12.07	6 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	16,438	Final of 30 cts making 3 1/2 = making 60 cents for year ending 31.12.07	...	\$5 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ Tls. 100,000 Tls. 22,820 Tls. 75,000 }	541	Final of 30 cts making 3 1/2 = making 60 cents for year ended 30th June, 1906	...	...

\* These shares are entitled to half of the profits.

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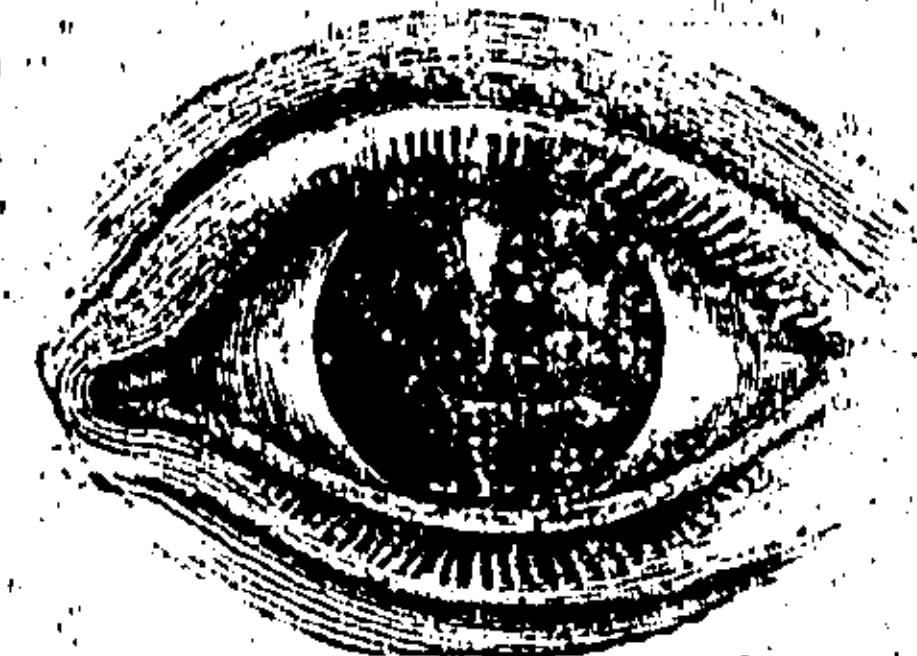
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